

National Transportation Safety Board
Washington, DC 20594

Printed on : 2/17/2013 4:30:49 PM

Brief of Accident

Adopted 11/20/2006

DCA05MA011 File No. 20896	11/22/2004	Houston, TX	Aircraft Reg No. N85VT	Time (Local): 06:15 CDT		
Make/Model:	Gulfstream Aerospace / G-III			Fatal	Serious	Minor/None
Engine Make/Model:	Rolls-royce / 511-8		Crew	3	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	Commuter Air Carrier					
Type of Flight Operation:	Positioning					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: DALLAS, TX			Condition of Light: Dawn			
Destination: Same as Accident/Incident Location			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Instrument Conditions			
			Lowest Ceiling: 100 Ft. AGL, Broken			
			Visibility: .13 SM			
			Wind Dir/Speed: 090 / 003 Kts			
			Temperature (°C): 22			
			Precip/Obscuration:			
Pilot-in-Command	Age: 67		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 19000			
Airline Transport; Multi-engine Land; Single-engine Land			Last 90 Days: 90			
			Total Make/Model: 1000			
Instrument Ratings			Total Instrument Time: UnK/Nr			
Airplane						

*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***

The Safety Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>. The Aircraft Accident Brief number is NTSB/AAB-06/06.

On November 22, 2004, about 0615 central standard time, a Gulfstream G-1159A, N85VT, operated by Business Jet Services Ltd., struck a light pole and crashed about 3 miles southwest of William P. Hobby Airport, Houston, Texas, while on an instrument landing system approach to runway 4. The two pilots and the flight attendant were killed, an individual in a vehicle near the airport received minor injuries, and the airplane was destroyed by impact forces. The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 91 on an instrument flight rules flight plan. Instrument meteorological conditions prevailed at the time of the accident.

Brief of Accident (Continued)

DCA05MA011

File No. 20896

11/22/2004

Houston, TX

Aircraft Reg No. N85VT

Time (Local): 06:15 CDT

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) CONTINUED BELOW - FLIGHTCREW
2. (F) IMPROPER USE OF PROCEDURE - FLIGHTCREW
3. (C) FLIGHT/NAVIGATION INSTRUMENT(S) - NOT VERIFIED - FLIGHTCREW

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

the flight crew's failure to adequately monitor and cross check the flight instruments during the approach. Contributing to the accident was the flight crew's failure to select the instrument landing system frequency in a timely manner and to adhere to approved company approach procedures, including the stabilized approach criteria.